

THE NATIONAL

Falcon NEWS

THE MAGAZINE OF THE FALCON CLUB OF AMERICA

FIRST QUARTER
JANUARY 2022



ON THE COVER

The cover car this month has quite a history within the Falcon Club of America. It is now owned by Chris Zilco (FCA #15701) of Tomball, Texas, but its roots lie in the very beginnings of our club.

Chris has done some great research on the car's history and the club's history and he brings it to us in an article this month titled "The Story of the Barn Find Picnic Car."

Tomball, Texas is a city in the Houston metropolitan area. Originally named Peck, it was renamed Tomball after congressman Thomas Henry Ball, who played a major role in the development of the Port of Houston. He also convinced the railroad to run their line through downtown Tomball, making the town's economy and population grow quickly. That history is depicted in the mural behind Chris's Falcon.

This month we also visit Hot Springs, Arkansas where the Club's first two National Meets were held. A Regional Meet was held there in October, producing great photo memories and a Falcon wedding for you to enjoy.

IMPORTANT MEMBERSHIP INFORMATION

The link to the monthly online magazine on the website at falconclub.com is password protected and you must enter, when requested, the underlined password shown above to access the online edition.

For inquiries or updates regarding your FCA membership—your address, email, phone number, etc.—please contact membership@falconclub.com. To place a classified ad, email editor@falconclub.com. To submit FCA Regional event information, send information to editor@falconclub.com and admin@falconclub.com.

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use password FCA1979!

THE FALCON CLUB OF AMERICA, INC. is a non-profit organization dedicated to preserving the Falcon automobile built by the Ford Motor Company from 1960 to 1970. The FCA was founded by Roy Sword in 1979 and is incorporated under Arkansas state law. Yearly dues to The Falcon Club of America are \$30. (\$35 for Western Hemisphere, \$45 for international members offshore, payable in U.S. funds) and are payable to: The Falcon Club of America, P.O. Box 113, Jacksonville, AR 72078-0113. The National Falcon News is published monthly with information submitted by members.



Jim Guthrie
FCA President

PRESIDENT'S MESSAGE

Seasons Greetings! I hope you had a merry Christmas and a happy and safe New Year. 2022 promises to be full of activity and change. In addition to several Regional Meets, and the National Meet in Tennessee we have commenced work on a new website and internet presence. Again, I want to thank Wally Tirado for all he has brought to our internet sites.

The website contractor, BCC, of Wichita, Kansas will be creating an interactive website with some new features. John Saindon, Member of the Board of Directors and I will oversee this project with a tentative online date of late March. Until then we will continue with the current website.

The new features will include a forum for issues of the day and real-time classified ads so that members can buy and sell more quickly. Attention will also be given to replacing the current password security with a new system. We will also be looking at a bigger presence for the Club Store and improved membership application and renewal processes. Additionally, we will be conducting training for hosted chapters to enhance their websites through tutorials and or conference calls.

Our goal in all these areas is to provide the best access available and to attract new members through electronic media. We will also be addressing the format issues associated with different systems used by Apple and Android devices. If you have a particular problem or concern, please send John or me an e-mail.

Again, I want to remind you that we need to have accurate information in the membership roster before we go to publication the middle of March.

We are still looking for a Regional Director for the Pacific Region. If you are interested in this position, please contact Mary Wagner or me. We really need you.

Finally, I hope you are enjoying the new calendar and have begun checking those important dates. Put it in a conspicuous location so that your family, friends, and business acquaintances will see it.

2022 promises to be an exciting year and it starts now. Be sure to get your registrations in for the Regionals and National Meet in Tennessee, and be sure to get your car to a show and take along a youngster.

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THE STORY OF THE BARN FIND PICNIC CAR

BY CHRIS ZILKO

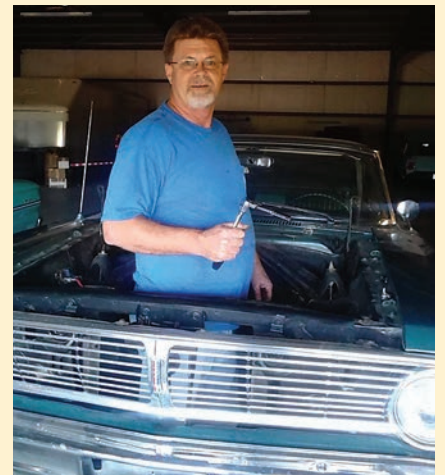


I have always loved the looks and lines of the Ford Falcon, especially the square body models. There have been three Ford Falcons in my life. In 1975 when I was 15, my father bought my brother and I a red 1964 four-door sedan with an inline six engine, three-speed manual on the column, bench seat, and plenty of rust holes to learn to drive on and bounce off of things with. Other than an under-dash eight-track tape player and Kraco speakers, nothing was done to the car except oil changes. I had my first wreck in that car, as well as other firsts...

In the mid-90s, I purchased a metallic light blue 1965 two door hardtop with an inline six and automatic transmission. The car was my to-and-from work vehicle for a few years. I had the car re-painted metallic smoke gray, the color of an 80s era F150 my boss drove. I made custom replacement door panels and covered the padded dash with the same door panel cloth material. The bench seat bottom portion was "improved" with lots of copper wire woven through the springs and twist-tightened with a screwdriver. That's about all that was done to the car. I sold it a few years later due to being promoted, and bringing a company vehicle

home. Too many vehicles meant the Falcon had to go.

On the morning of January 3, 2016, I was looking at Ford Falcons for sale as I wanted to purchase a 1965 Ranchero. While searching on Craigslist, I found a '65 two-door hardtop for sale like the one I had back in the 90s. The Dark Turquoise Metallic Falcon was staring back at me on the screen, so I sent a message to the person posting the car for sale. Jeff Shira confirmed that he was available to show the car that day, so my wife and I started the journey from Tomball, Texas to Bell's Speed Shop in Mansfield, Texas. Four hours later, I was able to see the car in person and we took it for a test drive. We were back at home with my new old car later that evening.



Frank Bell was my source for the Falcon's notable FCA history.



Shortly after the purchase, I saw on the Bell's Speed Shop Facebook site that there was some discussion about the sale of the "Barn Find Picnic Car." After looking back a little further on their Facebook page, I found that the car I had just bought had some notable FCA history behind it. "And now, the rest of the story."

United States Air Force Veteran Jim Throgmorton returned back to the states from Vietnam in 1967 and was stationed at Little Rock Air Force Base in Jacksonville, Arkansas where he retired shortly thereafter. In 1968, Jim needed a car for his oldest daughter Peggy to drive to beauty school. A young Airman by the name of Ronald Jacobsma was about to be stationed overseas and needed to sell his car. Jim bought the 1965 Ford Falcon Futura two-door hardtop from Ronald. Jim was now the second owner of the Midnight Turquoise Metallic Falcon.

Daughter Peggy drove the car from April to October 1968 until she married. Peggy and her husband moved to Puerto Rico where the husband was to be stationed. Jim sold the Falcon to his next daughter Pam (future FCA #5664). Pam owned the car from October 1968 to May 1976. Pam sold the Falcon back to her father Jim because she wanted to buy a Mustang. Jim then let his third daughter Paula drive the car during her high school years from

1976 to 1978. Paula graduated High School and later married. She returned the Falcon to her father Jim. He had no more children that needed transportation, so Jim kept the car because he liked it very much.

In 1979, Jim saw an ad in the local newspaper placed there by a Mr. Roy Sword. The ad stated that if anyone was interested in Ford Falcons, to come to DuPree Park in Jacksonville, Arkansas on Sunday August 19th to form a club. Jim drove the Falcon to the picnic, and was the ninth person to arrive. Jim officially became FCA Member #00009. Since that day, Jim and Ruby Throgmorton were hooked. That little blue-green Falcon was the first car that began his collection.



Where it all began for the Falcon Club—Dupree Park in Jacksonville, Arkansas. This was a 1998 cover of the National Falcon News.

Over the years, Jim owned two Falcons, two Thunderbirds, and 10 Lincoln Continentals, including a 1956 Continental Mark II. Jim took his collection all over the country to car shows, pulling them on homemade trailers. One trailer was made from the frame of a single-wide mobile home! Jim put a Lincoln 460 V8 engine in a 1972 Ford truck and used it to haul his cars to the shows.

Jim and wife Ruby traileered the '65 Falcon to the first official FCA National in Hot Springs in 1980, and to every FCA National and many Regionals until his passing in 1994. He and Ruby traileered the Falcon



FCA Club Store trailer



Some of Jim's collection of cars.

to the 1992 National Convention in Milwaukee. Upon arrival, Jim was backing the Falcon off of the trailer and hit a fence post, damaging the bumper and trunk lid. Some of his fellow FCA member friends went to town and bought the biggest band aids they could find and placed them on the damaged areas of the car. The joke that year at the Convention was that Jim Throgmorton could pull and park a trailer better than anyone, but just watch out when he tries to get the car off of it!

Jim Throgmorton served as the FCA Treasurer for 11 years, and Ruby Throgmorton served as Recording/Membership Secretary for 20 years. Shortly after Jim's death, FCA Club Store Manager Bonnie Stringer had the image of Jim's Turquoise '65 Falcon placed on the side of the FCA merchandise trailer. This was in tribute to honor Jim because he helped wire the running lights on the trailer for her.

Here are some comments from Bonnie Stringer regarding the Throgmortons in her own words:

"Mr. Jim and Miss Ruby were both officers of the FCA. Jim was Treasurer until his death. Miss Ruby did double duty as Membership Secretary and Recording Secretary for many years. I first met them at the third National in Memphis. I joined the club right after the second National was held. Both of these individuals were great club members and would help anyone at any



**August 19, 1979
DuPre Park
Jacksonville, Arkansas
First Meeting of the
Falcon Club of America**



**Ruby Throgmorton and The Green Falcon
1st FCA National Convention
Hot Springs, Arkansas
August, 1980**

time. They had a dual car trailer that held two cars and a golf cart. The '65 hardtop was at every National event until Mr. Jim passed. The last time I spent with Mr. Jim was at the Regional Meet in Hot Springs. He helped make sure the wiring on that trailer was working properly before heading home. Mr. Jim had a great philosophy about the club. His thoughts were that if you are only thinking about trophies, you are in the wrong place. The FCA is about people, families, and helping each other. I, to this day, believe he was correct. Grandson Justin asked his grandmother if he could sell the car to buy his girl an engagement ring. Well, he still has the girl."



Jim Throgmorton, early 1980s.

In 1995, Jim's Grandson Justin Gwin (Paula's son) and Justin's father drove the Falcon to the 16th FCA National Meet in Plano, Texas. The car received a Perfect Attendance Award as the only car in the club to be registered in all 16 National Conventions. Ruby gave the Falcon to grandson Justin (FCA # 1609) in the summer of 1997 when he turned 16 to carry on the family tradition. Little was ever done to the car over the following years. Jim previously had it painted and it had fender skirts at the back wheels. Those skirts were the first things that Justin did away with when he became the owner. He didn't do much more to the Falcon, as he never had the time or money during his high School/ College days thru 2005. The exhaust manifold was cracked in three places. Four bolts were broken off trying to remove the manifold. The carburetor was replaced in 2005 as the old one was missing several parts. From

1997 to 2007, Justin drove the Falcon to local car shows in the central Arkansas area, and around town. As the years went by, Justin drove the car less and less because he began working and living elsewhere. He finally took the Falcon to store in his grandfather's barn in Jacksonville in 2007. It really bothered him that the car was just sitting in storage. The right front wheel locked up, and both rear wheel brakes locked up too.

Justin met the girl of his dreams in 2011. When it was apparent that he wanted to marry her, Justin went to his grandmother Ruby to tell her that he was going to sell the Falcon to help pay for an engagement ring. Ruby told Justin he better sell the car and keep the girl, and that his grandpa would have approved. Justin sold the car to FCA founder Roy Sword's son Chris Sword in September 2013. Chris kept the car for almost one year, then sold it to Bell's Speed Shop owner Frank Bell in August 2014.

I began this article stating that I purchased the '65 Falcon from Jeff Shira at Bell's Speed Shop in January 2016. I joined the FCA in early 2016 as a member of the Third Coast Chapter in the Houston area. I went through the entire car, disassembling and rebuilding almost every mechanical part of it. I recently completed a full tear down, paint job, and rebuild of the exterior



and interior. The 2021 FCA National in Irving, Texas was the third one my wife and I had attended, and the first one I drove and registered the Falcon in.

Previous owner Justin Gwin hadn't been to an FCA National since 2008. When he got the opportunity to go to the 2021 FCA National in Irving, Texas, he was hoping to see his old car on display. The last thing he knew about it was that Frank Bell sold it to someone in Houston several years back. Justin kept up with the Bell's Speed Shop Facebook Page during the time Frank was fixing the car up prior to selling it, and had always been curious as to where it ended up.

Justin drove from Little Rock to Irving for the 2021 Nationals. When he arrived late on Friday, he saw a Midnight Turquoise Metallic 1965 two door hardtop in the rear parking lot, but didn't think it was the same car since it looked too good! When he came back to the display area

Saturday morning, the hood on the Falcon was up. Justin read the VIN on the inside of the engine bay and almost fell over! His old car was beautiful. It was so wonderful for him to see all the things that he had always hoped to do to it were fulfilled and completed. Justin introduced himself and told me that he was very happy to see that his old car was being taken great care of, and that it went to a good home. See, what you give up for the girl...

It's funny what timing and fate brings your way in life. That morning in early 2016 when searching for a car to buy, I began the day thinking I wanted a Ranchero. I ended up with a fantastic time traveler steeped in rich history, The Barn Find Picnic Car. "And now, you know the rest of the story."

Good day.

—Chris Zilko (FCA # 15701)
Tomball, Texas

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BACK TO WHERE IT ALL BEGAN

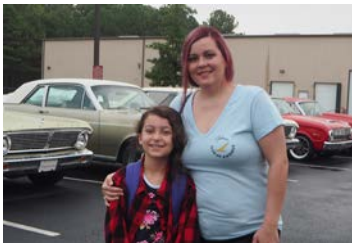
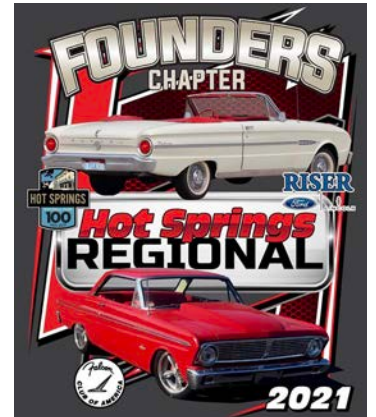
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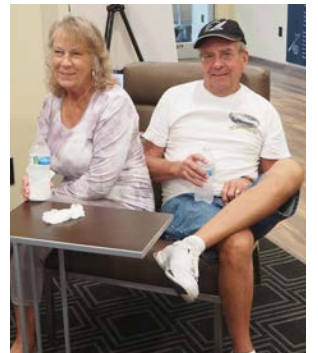
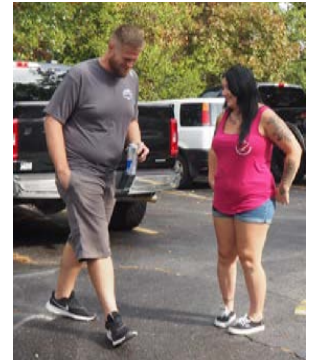
HOSTED BY THE FOUNDER'S CHAPTER

October 1-2, 2021, the Founders Chapter of the Falcon Club of America hosted a Fall Regional in Hot Springs, Arkansas. Hot Springs was host to the first two FCA Nationals, so they took us back to where it all began.

Many great Falcons, a breathtaking scenic cruise through Hot Springs National Park, good food shared with good friends from Arkansas and beyond—it all led up to a great regional show with a bonus, surprise wedding included.

That may be a first for Falcon Regional, but a little rain couldn't stop this terrific event from being a success. Here's a few photos from the meet for your enjoyment and a love story included as a bonus.







A FALCON MEET WEDDING

REYNOLDSON'S 50TH ANNIVERSARY VOW RENEWAL

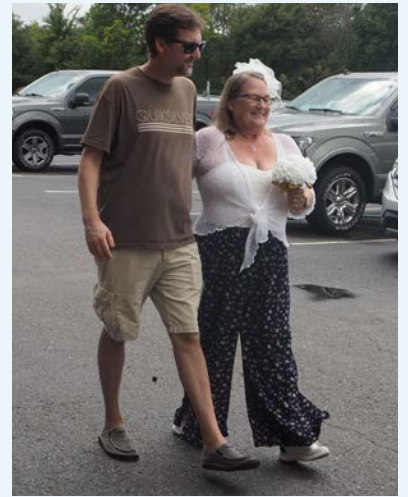
The price spent on a wedding doesn't indicate how good of a marriage a couple will have. We planned on have a justice of the peace marry us in Auburn, Nebraska where I was working building a nuclear power plant. When we got to town and called him, he apologized that he was sick and couldn't marry us that weekend. Out came the phone book and I found the phone number of the Methodist church, and I asked the minister to marry us. He said he would love to and asked the date we were thinking. I said today. He stuttered and said we needed to get a marriage license and I said "we have it." He said we'd need to get blood tests and have a waiting period. I told him "we have it," He said "well ok, when can you be here?" I replied five minutes and as he stuttered again, said to give him 30 minutes and he would meet us at the church. My cousin and his wife stood up with us.

When I saw the Falcon Fall Regional was on our 50th Anniversary, and we like road trips in our Falcon. I talked to some friends and asked if they thought I should surprise Debbie with a wedding or have her help set it up. They all said surprise her, then she wouldn't have to worry about what to wear, how to get her hair done, etc. So I called Mike Siglar, who I'd met at the



2021 National, and he said he'd contact Mark Sword and have him give me a call. When Mark called, I explained it would be our 50th on October 2nd and I would like to find a minister and renew our vows. I told him whether we did it in private or at the show was up to him. I didn't want it to deter from the show. I told our kids what I had planned and hoped they could join us. Flights into Hot Springs didn't work out, but Kurt found he could make flying into Little Rock work out.

We had planned on driving only 325 miles a day and enjoying sightseeing on our way out. We were getting to our second stop early and decided to drive on out. Debbie called the hotel in Hot Springs to see if we could get in a day earlier and when she did the clerk asked her which Reynoldson she was with. She turned to me and said, "What is Kurt doing and I told her he wanted to see why we had so much fun at a Falcon event and it was our 50th and wanted to be there with us." Debbie still hadn't put it all together yet. I knelt down and turned to her and asked her to marry me, she said, "Are You Crazy? YES. Yes I will." We headed back to the Room to change clothes and be back to the show in 45 minutes.



I want to thank Mark Sword for lining up Larry B to perform our ceremony, Carolyn Beason for standing up with Debbie. And the ladies that made Debbie the bouquet and headdress, and everyone else for sharing in our celebration.

—Roger & Debbie Reynoldson
(FCA #17188)
Titusville, Florida





ADDING A MODERN RADIO AND CUP HOLDERS TO A 1963 FUTURA CONVERTIBLE

BY BRUCE WOLFE

Here's how I added a modern radio and cup holders to my 1963 Futura Convertible. Several members of the Keystone Chapter have also provided their own ideas and methods.

This addition to my '1963 Futura Convertible's sound system was just a little labor intensive. It includes two cup holders and a "GAUGE STYLE" radio. This unit just plugs and slides into place. Plug in the main radio connector and the antenna and it's ready to go. It's held in by the bucket seats and the console. The radio is a Nautic GMR-3 by MB QUART (3" diameter mounting hole). It is a waterproof AM/FM powered Bluetooth Controller with APPLE Control. LOOK CLOSE, it also has a USB port pigtail to charge my phone and Bluetooth to feed my i-pod.

First, I first made a cardboard template to make sure it didn't interfere with the four-speed shifter. I put the cardboard template in place and then measured how high the sides should be to support top. I used some 5/8 particle board for the top. My particle board was from an old tread mill and already had a nice shiny black surface. If you make one, you can glue some woodgrain or other interior matching Formica on the top. I used 1/8 Masonite for the sides with a contour matching the shape of the console. I used my wife's Taurus-X for a pattern for the spacing of the cup holders. I covered the sides with black vinyl and the edges with a flexible door edge guard.

—Bruce Wolfe (FCA #14907), FCA Technical Advisor
Grantville, Pennsylvania





There was a time back in the '70s when all the items shown were under the dash at the same time—FM to AM converter, cassette player, and the good old CB. The green dash picture is a gizmo that plugs in your smart phone, then transmits the input of the FM radio to be played on the cabin speakers. Maybe someday for the fun of it, I'll try to use the smart phone gizmo to the FM to AM converter to play MP3s through the original AM radio on the single stock dash speaker. —Jim Ogram



Here's an old reliable method to hide a modern radio in the glove box. One problem: it is a little stretch from the driver seat. —Bruce



I bent a piece of aluminum that would fit on the hump in front of the console and mounted a modern radio in it. I wired a plug that would plug into the car and attached two speakers into it. —Dan Haines

What I have is a Sirius satellite radio that uses a docking station so I can move it around. I have a docking station in my garage, one in my daily driver, and the one that is in the Ranchero which I can move from car to car. The satellite radio uses a radio station that you tune into on your car radio (must be FM) or you can plug it into an auxiliary port if your radio has one. There is also a magnetic antenna that I put on the roof. —Jerry Kratz

Dick Harrington installed a bracket-mounted gauge type radio in his '63 Sprint.



ADDING A MODERN RADIO (CONTINUED)

I bought the smallest radio I could find at Advance Auto. It is Bluetooth capable and will accept a thumbdrive to store all the music you want. I made a bracket for it from 18/16 gauge angle iron I got from HD. I custom made the bracket to rightly fit the radio and mount it above the heater/defroster plenum box. The bracket is screwed to the firewall and the bottom of the dash.

I typically only play music off the thumbdrive and use the remote to advance to a song or to change the volume. The radio works but the antenna only pulls in a few stations. —Kris Kollar

I attached a CD player to an extra ashtray on both my '63 station wagon and '68 Futura. It allowed me to remove the stock ash tray, install the other ashtray, plug in a connector and antenna wire. A metal strap on the back of the stock radio allowed me to pivot down and support the back of the temporary radio with a wing nut on the stud. I can also hook up my iPod to the radio. I did the same on my '68 Futura. —Bruce



'62 WAGON



1968 FUTURA

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DON'T LEAVE HOME WITHOUT IT— YOUR FCA MEMBERSHIP DIRECTORY



Karen and I joined the Falcon Club of America years ago. I had wanted a Falcon since a V-8 became available in 1963. We began to attend Falcon shows to look at cars and began to make "Falcon" friends. We now drive our Falcon around the country with those friends.

Last fall we took a road trip traveling over 3,000 miles, first to see our Falcon friends at an FCA Regional in Hot Springs, Arkansas, and then on to Cruisin' the Coast along the Mississippi Gulf Coast. We loaded our normal travel supplies—car cleaning items, spare parts, shop manual, oil/antifreeze, AND the FCA

Membership Directory. We have an outdated hard copy of the directory but can access an up-to-date version online through the Falcon Club website.

We were site-seeing with our Falcon friends between Arkansas and Mississippi when the radiator in our 1965 wagon sprang a terminal leak. I found a new replacement about 30 miles away but could not get there before the store closed. One of our friends suggested using the FCA Membership Directory to see if there was a member nearby that might be able to help.

I accessed the Directory on my phone and could not find a member in Vicksburg, Mississippi. I then searched for a member with a zip code close to the zip code of the hotel. That led me to Sam, who had put a bigger radiator in his 1964 hardtop when he added air-conditioning and would see if he could find the old one. Sam found his old radiator, which was for a V-8 with automatic transmission, and arranged for his son Scott to meet me. Sam gave me his old radiator at no cost!

By the time I got back to the hotel with Sam's radiator, my Falcon friends had the old radiator out and were waiting to help install the new one—almost as fast as the Wood Brothers' pit crew! Thanks guys.

The moral of the story is...don't leave home without your FCA Membership Directory! Even if you are traveling with your Falcon friends you might need more help than they can provide. The FCA has amazing members. Sam is my choice for FCA 2021 Member of the Year!

If another FCA member wants to help Sam out, he's looking for an early 1964 manual steering box with a 1 1/8" shaft. If you have one, let me know at billandkaren@mindspring.com), and I'll put you in touch with him.

—Bill Poole (FCA #1109)
Midlothian, Virginia

Sam and photos of his Falcon are pictured on page 17.



NEW MEMBERSHIP DIRECTORY COMING SOON!

We need you to check your name, address, and contact information so our new 2022 Falcon Club Membership Directory will be accurate. Here's how you can do that.

1. Check the mailing label from this magazine. Is everything correct?
2. Check the online directory and make sure your additional information is correct there as well. Use the password to access it at falconclub.com.
3. If anything needs correcting, send an email with your FCA # and the corrected information to membership@falconclub.com.

Thank you.

Assembled in Loraine, Ohio on April 18, 1964, this Falcon was originally sold on May 13, 1964 at Lloyd Ford in Jackson, Mississippi to Mr. S. M. McManuis. I bought it from Gary Hall on September 11, 2011 and I am its third owner. This Bird has been in the Jackson area its entire life. Original 260 V8, two-speed transmission and rear end. I've added air, disc breaks and replaced a gob of parts.



SAM'S STORY



The Falcon Club's Good Samaritan Sam came to the rescue of a Falcon owner in need.

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THE ADVENTURES OF THE LITTLE RED BARBER FALCON

(20 DAYS, 16 STATES, AND 4,384 MILES)

BY DAVID BARBER



David stands beside the Little Red Barber Falcon in front of the Occidental Hotel in Buffalo, Wyoming.

This hotel is a step back in time to the days when the likes of Teddy Roosevelt and Butch Cassidy stayed here.

At the foot of the beautiful Big Horn Mountains, it offers authentic decor alongside modern accommodations.

A terrific experience and the fact it still exists and is operating for visitors is amazing.

TO DALLAS AND BEYOND...

Okay, so I paraphrased Buzz Lightyear, but as Lindalu and I planned our trip to the 2021 Nationals in Dallas, we looked "beyond" Dallas for a 'then what' discussion.

We routinely take a different route home than we take going on any of our trips, so it was natural for us to look for a change of scenery after the Nationals. Our car had never been north of Colorado in the mid-section of the United States, so we decided to just head North!

We drove north from Denton, Texas through Oklahoma and Kansas to Norfolk, Nebraska on all US highways, not Interstates. We love the back roads where you get to actually SEE America in person, not on a screen. For instance, do any of you know where the Pony Express Home Station #1 was located? If you took the above route, you would learn that it is in Marysville, Kansas.

We found Norfolk, Nebraska to be a surprisingly comfortable town. We headed west to Chadron, where we turned north toward Rapid City, South Dakota, and checked in at



Top: Pony Express Rider statue, scary lighting, and watching some large beasts cross the road. We enjoyed the scenery and various animals along the roads as we explored the northern U.S.



Linda Lu is ready for lunch at Wyoming's Busy Bee.

Ellsworth AFB, just outside Rapid City. This was one of our "bucket list" stops, as I have wanted a picture of the Falcon in front of Mt. Rushmore! As fate would have it, they wouldn't let me drive the Falcon up there, so I had to settle for a picture from the parking lot

with Mt. Rushmore in the distant background. Mt. Rushmore, Custer State Park, Crazy Horse Monument, and the Black Hills National Forest took up the next four days of our journey. The Wildlife Loop Road, and the Eye of the Needle (one lane road through a rock crevice) exposed us to some of the most beautiful parts of God's Creation that we had ever experi-

enced. Lindalu just couldn't get enough pictures of the buffalo standing in the road and roaming the grassy hills.

On our way out of Rapid City we made stops in Sturgis, Deadwood, and Spearfish, South Dakota, before crossing into Wyoming and stopping in Moorcroft to have a cup of coffee with a young man who grew up in the house that we now live in! From there we went on to Buffalo, Wyoming where we spent the night, and met 'Norm', the proprietor, who just happened to have had a red '63 Falcon convertible when he was in high school. Small world!! The next morning, we drove into town to the Occidental Hotel (where the bullet holes from the wild west days are still in the walls) and ate a great breakfast next door at the Busy Bee Café—us and all the locals. You have to ask around and find out where the locals eat breakfast!

Hardin, Montana was the westernmost point of our trip, where we turned northeast toward Glendive, Montana, then headed west to North Dakota. We spent about four hours in the Teddy Roosevelt National Park, the area where he was made to be the known as the "national conservationist" President.

After leaving the Dickinson area, we headed east through an area where I duck hunted in several years ago. It looks a lot different without snow on the ground. We weathered



Crazy Horse Monument



Above: The Falcon going through the Eye of the Needle in Custer State Park. Yikes! We had to admire the beauty of Mt. Rushmore from afar and the Little Red Falcon pictured as we entered Wyoming.

a strong thunderstorm heading across the state line into Minnesota but made it safely to Detroit Lakes for the evening. We headed south into Iowa to Waterloo, then Cedar Rapids where we visited an old Army buddy and had a beer sitting around his pool, enjoying the evening cool down.

We spent the night in Coralville, then drove into Iowa City the next morning for another 'hometown' breakfast at The Blue Bird Café. As we parked, a local noticed our Alabama plate and told us that his daughter worked for the newspaper in Montgomery, Alabama. As we sat at our table, we were approached by a college student and his girlfriend, he smiled as he proudly showed us a picture of the Ranchero he had recently purchased.

From Iowa City we traveled east to Le Claire, Iowa, and made the obligatory stop at Antique Archeology, AKA American Pickers. I had been in there many years ago, but Lindalu had not ever been so we stopped. Although I need another T-shirt like I need another hole in my head, we bought new shirts that read, "TWO LANE, LESS PEOPLE, MORE LIFE." That spoke to our "back road" nature so we will be wearing those as we travel in the future!!

Our last night on the road we were fortunate—as we had been for most of our trip—to find a good hotel and a restaurant close by in Effingham, Illinois. The hotel adjoined the parking lot of Niemerg's, a three-meal-a-day restaurant. We ate supper that night, AND breakfast the next morning.

All in all it was a fantastic experience, and I'm sure it goes without saying that we saw more corn growing than we could ever imagine existed. I learned when you travel in a vintage car and need some special assistance with a mechanical issue, you reach out to "vintage car repair" on Google and in every instance those people stopped what they were doing, tended to our issue, and got us back on the road as soon as possible. You have friends out there that you don't even know you have. If you ever find yourself in need of assistance in Keithville, Louisiana, Rapid City, South Dakota, or Nashville, Tennessee, I can hook you up!

There is a LOT of America out there to see, so keep those Falcon's flying!!

—David Barber (FCA #15608)
Trussville, Alabama



WHO'S READY TO COME VISIT THE BEAUTIFUL MISSISSIPPI GULF COAST?

April 1–2, 2022

South Central Regional Biloxi, Mississippi

Hosted by the
Gulf States Chapter

I know we're ready to host y'all at our South Central Regional Meet!

We'll have trailer parking available as early as Wednesday afternoon and security at the Hilton Garden Inn starting on Thursday night through Sunday morning. It's a great property right on Hwy 90 with beach views. When booked with our "falcon" group rate, your room includes a cooked to order breakfast each morning. Our group rate is available Wednesday through Sunday nights.



There will be plenty of cruising down our 26 miles of white sandy beaches where our restaurants serve fresh gulf seafood, and the local shrimp and oysters can't be beat. On Friday we'll take a scenic cruise including both beach and back country roads and end at a local restaurant for lunch. On Saturday we'll travel to Beauvoir (the historic home of Jefferson Davis), a seven-mile beach drive from the hotel, for our Regional show on their grass lawn. While there, tours will be available at a discount for all attendees and we'll have food trucks stop by for lunch.

Awards will be given for the top 20 entrants and, in addition, seven specialty awards. We hope you're planning to join us; we can't wait to see you in the spring!

The Regional application is available for print on the FCA website at falconclub.com.

For more info contact:

Mike Sigler, 228-596-9160 or Shaun Small, 251-581-3810.



The Beauvoir estate, the post-war home of Jefferson Davis, is a National Historic Landmark.

2022 FCA NATIONAL MEET UPDATE

Preparation for Kruisin' to Kingsport is progressing well. I would like to thank the Heart of Texas Chapter for their very generous donation to the 2022 FCA National. They have gone above and beyond, we just hope we can do the same for the 2023 FCA National. Thanks to Russ and Gordon for all of their hard work, the logo for the event has been completed. For those of you that have hosted one of these events you know that next to the completion of the contract, this is one of the hardest tasks to complete. The website has been updated with a list of who is Kruisin' to Kingsport. So, check that out at falconclub.com.

The National Committee chairpersons are:

Steve Springer—National Chairperson

Registration, Hotel Contract and Relationship,
Banquet—Teri and Marisa Anticevic

Russ Welty—Treasurer, Awards, Logo, T-shirts

Carol Springer—Activities, Hospitality, Banquet

Raffles and 50/50—Mary Shira, Tammy Pope, Shannon Bell

Bill Poole—Sponsorship

James Baxter—Valve
Cover Races

Billy Pope—Voting

Cliff McKay—Parking Lot

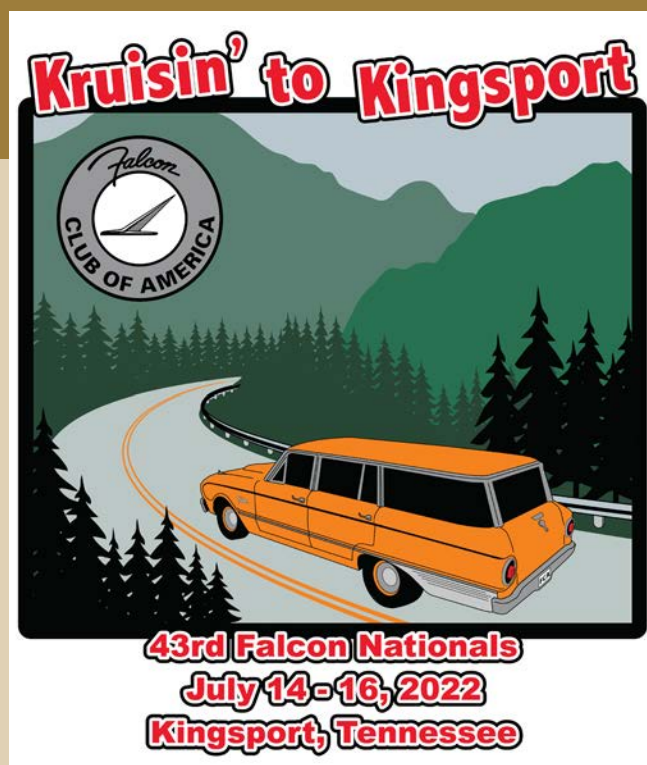
Pat Varricchio—Car Wash

Security is still open. The above are the chairpersons, but they have been receiving help from their chapters and other fellow Falcon folks. If you or your chapter would like to help out, feel free to reach out to any of the above listed folks.

While there is additional work to be completed, the schedule is coming together. At this point, the team sending out vendor and chapter sponsorship letters and planning the following:

Lew Capehart and the Tennessee Valley Chapter are working on a cruise route through the beautiful Tennessee mountains for Thursday; the Ladies Tea planning on Friday afternoon; a cruise to downtown Kingsport for dinner and music on Friday evening; and the Valve Cover Races on Saturday, along with the Show.

Stay tuned to the Magazine/Newsletter and the website for additional details as they become available. And, don't forget to register! You can simply submit your registration electronically or copy the registration form on the next page to be mailed in. Both can also be found on the website. The team is very excited about the 2022 FCA National and are looking forward to seeing a lot of smiling faces in July.



2022 FCA NATIONAL MEET

Meadowview Conference Resort, Kingsport, TN- July 14-16, 2022

To register online and pay with a credit card go to: www.falconclub.com/nationalmeet



REGISTRANT INFORMATION:

First and last name:		Guest first and last name:	
Mailing Address:		City:	
State and Zip Code:		First time attendee? ☐ Yes ☐ No	
Are you a member of FCA? ☐ Yes ☐ No <i>If no, you will need to register as a non-member below</i>	If yes, provide FCA Number:		FCA Chapter:
Email:		Phone:	

VEHICLE INFORMATION:

	Year:	Body Style:	Category (see below):	Class: (FCA By-laws section 5.6.4)
1.				
2.				

Categories: Stock, Daily Driver/Street Driven, Diamond in the Rough, Lite Modified, Modified, and Display, *** Concours Masters and *** Modified Masters ***Non-voting categories subject to qualification

Trailer Parking Requested: ☐ Yes ☐ No

REGISTER EARLY and Save!

	Before June 21	After June 21	Qty	Total
Registration Fee - Non Members No vehicle *	\$48.00	\$53.00	_____	\$ _____
Registration Fee - Non Members Vehicle *	\$58.00	\$63.00	_____	\$ _____
Registration Fee - Member No vehicle	\$18.00	\$23.00	_____	\$ _____
Registration Fee - Member First vehicle	\$28.00	\$33.00	_____	\$ _____
Additional Vehicle Fee (each)	\$20.00	\$25.00	_____	\$ _____
Swap space(s) (each)	\$25.00	\$30.00	_____	\$ _____
T-shirt (Men's Sizes Only) ** <i>Please indicate shirt Qty & size(s): S ___ M ___ L ___ XL ___ T-shirt</i>	\$20.00		_____	\$ _____
T-shirt (Men's Sizes Only) ** <i>Please indicate shirt Qty & size(s): 2X ___ 3X ___ T-shirt</i>	\$22.00		_____	\$ _____
Banquet Adult – Limited availability **	\$35.00		_____	\$ _____
Banquet Kids – Limited Availability ** <i>Please note any food allergies, vegetarian, gluten free: _____</i>	\$25.00		_____	\$ _____
Ladies Tea (Max. 50) – Limited Availability **	\$25.00		_____	\$ _____

*** Membership Required to Participate – Additional cost includes annual membership dues**

****Limited availability if purchased after June 21, 2022**

Total \$ _____

Liability release: In consideration of this entry being accepted, I, for myself and for my heirs, executors, and personal representatives, hereby release, discharge, and waive all claims and rights for damages that I have or may have against the Falcon Club of America; Meadowview Conference Resort; and each of their respective chapters, officers, directors, employees, members, contractors and agents (hereinafter collectively called "Entities") for personal injury to me (including death) and for damage to property arising out of my participation in or attendance at the 2022 FCA National Meet. I agree to indemnify and hold harmless the Entities from all claims and liabilities caused by or arising out of my intentional or negligent acts arising out of or related to my participation or attendance at the 2022 FCA National Meet.

Signature: _____ Printed Name: _____ Date: _____

Hotel Information: **MeadowView Conference Resort & Convention Center**, 1901 Meadowview Parkway, Kingsport, TN 37660
1-800-228-9290. Mention "The Falcon Club 2022" to get the rates of \$123 for a single/double room, plus taxes – cutoff date for this rate is 5:00 pm June 21st or book on-line <https://www.marriott.com/events/start.mi?id=1631652588007&key=GRP>

Send registration form with check payable to: **Ford Falcon Club National Events Attn:** Teri Anticevich, 17605 Mockingbird Hill Circle, Riverside, CA 92504. **Questions?** Contact Steve Springer: scspringer65@gmail.com 512-633-5125

UPCOMING EVENTS

April 1–2, 2022
South Central Regional
Biloxi, Mississippi
Hosted by the Gulf States Chapter

July 14–16, 2022
FCA National Meet
Kingsport, Tennessee
Hosted by the Falcon Club
of America

More to come...

If you'd like for your event to be included in our Calendar of Events and on the FCA website, please send your upcoming FCA event's date and location information to editor@falconclub.com and admin@falconclub.com.

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CLASSIFIEDS

FALCONS FOR SALE



1965 Ranchero, Arizona truck. No rust, 289, Pertronix Dist., rebuilt C4, B&M shifter, new tires and battery, gas tank and heater rebuilt. Not installed, Wilwood Disc brake kit, Dual master cylinder, all window seals, felts. Have side trim, original bench seat, extra tailgate. Needs paint. \$11,000 Bernie, 708-254-4492. IL. 220104

1965 Falcon Ranchero with Comet front clip, \$9,000. Beige 1964 Caliente hardtop (no engine, no transmission), was 289, four-speed car. Has bucket seats and console, \$3,100. White 1964 Cyclone hardtop (no engine, no transmission) was 289, four-speed car. Has bucket seats and console \$3,700. I have steering column and pedal to convert to automatic for both cars if you wish. 1964 gold wagon Villager "Woody" (no engine, no transmission) was 289 automatic car. \$2,600. 1965 Caliente hardtop (no engine, no transmission) was six-cylinder, \$800. I have parts cars to make sure these cars are complete. Call, text, email Carlos Vera, 720-281-0940, calicometcarlos@yahoo.com. CO. 210820

PARTS FOR SALE

Toploader four-speed, new Hurst comp. shifter; forward mount; close ration, \$1,800. 1964 grille

and doors, near mint, \$1,200. 1960-65 Delivery "hockey sticks" trim, no dents, \$750 pair. 1964-65 Ranchero gas cap, painted, \$250. 1964 12-piece side trim, \$500. 1964-65 Ranchero/wagon tailgate shells, I&O, \$750. Rebuilt Holleys and Autolite curbs, \$200 and up. Todd Hathcock, 704-502-9341. Charlotte, NC. 211299

1965 289 heads, cast #C5AE, dates 5B9, \$250; crankshaft \$150; rods, cast #C3AE, set of eight, \$100; valve covers, \$60. 1967 289 Hi Po heads, date on both heads 7H23, \$2,500. 1967 289 distributor, cast #C7OF-12127-B; date 7F30, \$75. 1967 289 exhaust manifolds, \$150. 347 stroker kit, \$1,200. 351 Man o' War block, part #087180, new never machined, \$2,000. 1973 351C 4BL open chamber heads, cast #D3ZE, fresh, \$800. 351C 4BL exhaust manifolds, one pair, \$450. 351C A/C bracket, D0ZA-2882-C, \$100. 351C engine bracket, D0OE-10145-A, \$75. 351C engine bracket, D1AA-2A964-AA, \$125. 351C engine bracket, D0AE-OAO17-DA, \$75. Lots more 351 Cleveland parts! 390 tri power set up, \$2,250. 1966 428 short block with CJ rods, cast #C7AE-B, \$2,800. 1967 GT 390 motor, \$3,500. 1971 429 CJ four-bolt main short block, \$4,000. 1965 289 Hi Po aluminum water pump, cast #C5AE-8505D, \$400. 1968-70 428 CJ/SCJ parts and 429 CJ parts. Keith Litteken, 314-480-2556 or kslitteken@aol.com, MO 210910

Various used parts for 1964-65 Falcon/Ranchero including: re-anodized 1965 grille, \$150; working original AM radio, \$80; bucket seat tracks, \$35 each; original style car jack, \$20. Many other parts, so e-mail or text with needs. Stevewt324@aol.com or 562-773-6255. 210823

Parting '60-'65 Falcons, 14 year collection! Good sheet metal, lots of trim, mechanical parts, etc. Call Steve, 360-430-0143. Thanx for driving a Falcon! Steve Averre, Longview, WA. 220118

1962–69 trunk locks with w/key(s), excellent to driver chrome, Two '64 sets keyed for your glove box lock as well, \$95–150 each, ready to install. Good used door locks, all metal w/new keys '60–63 sedans/Ranchero/wagons, \$60 a pair; \$80 with ignition tumbler, three locks, \$120 w/ glove box lock plus bezel, total four-lock set. 1963 convertible /hardtop door locks with linkage, cvt/ htp only, \$150 for the pair. '60–61 Comet 13" full wheel covers, two sets, one very nice, one needs some work, \$40–\$80 per set of four; Two to three sets of Deluxe/Squire full wheelcovers, from good driver quality to NOS, \$60–250 per set of four depending on condition. '63 Futura 13" hubcaps, amateur re-paint, but nice color and good driver quality, \$75, set of four five-bolt 13" wheels, \$75 each, set of five for \$325; 13" four-lug wheels, \$25 each, or \$110 for a set of five. 14" four-bolt wheels, \$75 each, or set of five for \$325. 13" wire spinner hubcaps #1 excellent, #4 driver condition, \$110–550 per set. Six-cylinder dipsticks, \$20 each; 1963 Sprint /Futura side trim: a full set, two arrows, two door strips, two quarter panel strips, Very Good driver quality, \$795. Six pieces, single/pairs of '63 Futura door trim and quarter panel trim, excellent shape, \$100–150; 1963 quarter panel "Falcon" script, NOS and reproduction: \$30–75 each. Dagenham four-speed complete, bellhousing to yoke, w/ shifter, nice handle and floor hump, out of a driver Falcon, works good, very complete, \$850. Pedals, hardware and linkage available for a complete change-over as well. 1966 Ranchero parts: three sets of doors, '66 Ranchero ONLY, \$150–400 each; '66 fenders and tailgates, \$150–500 each, bed trim w/snap and without out \$395–495 per set complete, '66 Ranchero front/rear bumper cores, \$125 each, also front/rear bumper brackets, \$100 per set. 1966–70 clutch/brake pedal sets, complete, \$200. '66 Ranchero miscellaneous interior trim and badges, \$5–50. Old Fashioned Horsepower, one pair 302 V8 C8OE heads, \$200; one pair 351 C9OE

V8 heads, \$350. Six-cylinder exhaust manifolds, good used, correct numbers: C0DE, C1DE, C2 DE, C3DE, \$100 each. 1960–61 grilles, driver quality to NOS \$150–400. Re-manufactured generators for 260 V8, still in their boxes, \$195 each. Good used six-cylinder generators, tested, \$85 each. 1904 model Holley carburetors, correct for 1960–61 144/170 sixes; clean cores for rebuild, \$95 each; 12R model Holley carbs correct for 1962 Falcon 144/170 sixes, re-buildable, \$95 each. Heater boxes, no cracks, \$100. Heater motors, good used, \$50 each, tested and working. Blank shift collars to covert a stick shift to floor shift, \$90 each. (2) 1963 four-speed steering column cover, \$200; Good used 2.77 three-speed transmission, \$200; (two) 3.03 narrow pattern three-speeds, \$175 each. All prices are plus shipping. We have a 30+ year collection of Falcon and Comet parts. Call or email Lenny Kellogg at Kellogg's Garage: lenkellogg@lpbroadband.net or 970-593-1964 or visit us at www.kelloggsgarage.com. CO. 220121

1960 NOS Falcon grille, \$199. 1964 NOS Falcon grilles and headlight assembly, \$1,999. 1964 NOS headlight assembly \$300. pair. 1965 NOS headlight assembly, \$300 pair. 1964 NOS Falcon back-up lamp kit, part #C4DZ-15499-B2, \$359. NOS Falcon 1965 back-up lamp kit, part #C5DZ-15499-A, Hardtop/Sedan, \$359. 1964 NOS Falcon lens, part #C4DZ-13450-A2, \$199. 1964 NOS Falcon lens, no backup, \$125. 1965 NOS Falcon lens, no backup, \$125. NOS 1963–65 Falcon Sprint and Cobra California air cleaner with PVC tube on the top, \$399. 1963–65 Falcon Sprint air cleaner, \$135. 1963–64 Falcon/Comet T-10 four-speed, \$695. 1963–64 Falcon/Comet five-bolt bellhousing, \$150. 1965 Falcon/Comet six-bolt bellhousing, \$150. 1965–66 Mustang T-10 Tail Shaft, \$125. New 1965 Falcon/Comet six-cyl. brake drums, hubs, spindles, front outer wheel bearings, front inner wheel bearings, front wheel studs, \$400. 1963–65 Falcon/Comet top loader shifter box

with linkage, \$450. 1963–65 Falcon/Comet four-speed tunnel, black powder-coated with top plate, \$399. 1963–64 generator bracket, \$100. 1965 NOS Falcon Ranchero/Wagon, Gas Cap, \$139. 1963–65 Falcon/Comet six-cyl. valve cover, black wrinkle powder coated, \$125. 1963–65 Falcon/Comet air cleaner, black wrinkle powder coated, \$55. 1962–63 Falcon/Comet stainless steel dash pad trim, \$125. 1964–65 Falcon/Comet stainless steel dash pad trim, \$125. 1964–65 Falcon/Comet AAC new gold carpet, front and rear \$120. 1963 Falcon spears, driver condition, \$100. Rare Valvoline bench mat with A 1965 Falcon Ranchero Monster truck on it, 20"X17", \$155. 1964–65 Falcon/Comet console bracket (reproduction), \$125. 1963–65 Falcon/Comet Stainless Steel V-8 motor mount heat shields, (reproduction), \$35. 1963–65 Falcon/Comet four-speed shifter tunnel top ring, (reproduction) \$45. 1964–65 Passenger side front fender, \$145. 1964–65 front and rear bumpers, \$165. each. 1964–65 Falcon/Comet console, new reproduction top, all trim, \$899. Big block 3x2 set up, intake, carbs, linkage, air cleaner, filter, and more, \$2,500. Ford big block 2x4 set up, intake, carbs, linkage, air cleaner, filter, \$3,500. Ford small block 2x4 set up, intake, carbs, linkage, air cleaner, filter, \$2,500. Carroll Shelby collection for sale, patches, signed posters, more items, more NOS, used and Dennis Carpenter Reproduction parts available. Call Vic Falcone, 518-355-7756 or vfalcon64@aol.com. 210820

PARTS WANTED

289 Hi Po San Jose built four-speed radiator; top tank is stamped: C4ZE W-MO G2 2-65 3939-S fuel pump. I am looking for Feb. 1965 date code. My car was built on March 24, 1965 at the San Jose, CA plant. Carburetors for FE engines: part numbers on air horn, C8AF-AD, C8OF-AB and C8OF-AA; also D0OF-S for 385 series engine. FE distributors: part numbers on housing, C8OF-D,

C8OF-F, C8OF-H, C8AF-AD, C7OF-F, C7OF-G, C7OZ-D, C2SF-B; also a distributor with C9ZF-12127-D for 385 series engine. The parts must be in excellent condition either used or NOS. Keith Litteken, 11394 Revere Ln., St. Louis, MO. 63128-1416. 314-480-2556 or kslitteken@aol.com. 210910

TO PLACE A CLASSIFIED AD

- Please include item info and price, your name, location and FCA number. Try to limit your ad to 50 words. Ads will be edited as needed.
- Ads will run for minimum of two months and must be resubmitted monthly after that. Ads must be received by email by the 10th of the month before publication. For example, August 10 is the deadline for the September issue.
- FCA members receive two free ads per issue with one free photo for inclusion in "Cars for Sale" section. Your Falcon number must be included to be eligible for your free ad. Additional ads are \$10 each or \$20 with your photo included.
- Non-FCA members ads are \$10 each or \$20 with photo. Payment must accompany your ad. For those sent by mail, ads and photos with payments should be sent to: Janet Wilkerson, 22806 Bradford Ln. Ct., Blue Springs, MO 64015. Make all checks payable to Falcon Club of America. Falcon Club of America is not responsible for errors. Any error will be corrected in the next issue, as requested. The Falcon Club of America reserves the right to refuse advertising from any person or business or individual. Falcon Club of America is not responsible for errors. Any error will be corrected in the next issue, as requested. FCA reserves the right to refuse advertising from any person or business.



AUTO HISTORY—1941

SUBMITTED BY EDDIE CHITWOOD

Hours after Pearl Harbor was bombed on December 7, 1941, the Secret Service found themselves in a bind. President Franklin D. Roosevelt was to give his Day of Infamy speech to Congress on Monday, and although the trip from the White House to Capitol Hill was short, agents weren't sure how to transport him safely.

At the time, Federal Law prohibited buying any cars that cost more than \$750, so they would have to get clearance from Congress to do that, and nobody had time for that.

One of the Secret Service members, however, discovered that the U.S. Treasury had seized the bulletproof car that mobster Al Capone owned when he was sent to jail in 1931. They cleaned it, made sure it was running perfectly and had it ready for the President the next day. Al Capone's 1928 Cadillac V-8 "Al Capone" Town Sedan became the President's Limo in December, 1941 .

Mechanics are said to have cleaned and checked each feature of the Caddy well into the night of December 7th, to make sure that it would run properly the next day for the Commander in Chief. And run properly it did. It had been painted black and green to look identical to Chicago's police cars at the time. To top it off, the gangster's 1928 Cadillac Town Sedan had 3,000 pounds of armor and inch-thick, bulletproof windows. It also had a specially installed siren and flashing lights hidden behind the grille, along with a police radio.



Footnote: The car sold at auction in 2012 for \$341,000.

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